

No. 6407	號七零百四千六第	日四十月五年寅戊緒光	HONGKONG, FRIDAY, JUNE 14th, 1878.	五拜禮	號四十月六英	港香	PRICE \$21 PER MONTH
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PRICE \$2½ PER MONTH

## INTIMATIONS

FOR SHANGHAI.

FOR SHANGHAI.  
THE Steamship "AMOX".  
M/s. Master, will be despatched for the above  
TO-DAY, the 14th instant, at 4 p.m.  
or Freight or Passage, apply to  
J. G. SIMONSEN & Co. 1025  
Hongkong, 14th June, 1878.  
SWATOW, AMOX, AND FOOSHOW.  
THE Steamship "DOUGLAS".  
Main Pilot, will be despatched for the above  
on MONDAY, the 17th instant, at Noon.  
or Freight or Passage, apply to  
J. G. SIMONSEN & Co. 1025  
Hongkong, 14th June, 1878.  
OCEAN STEAMSHIP COMPANY.

HANG KOW, AND PASSENGERS AT THROUGH RATES  
 CANTON, NINGPO, AND PORTS IN JAPAN.  
 HE Steamship.

"STENTOR."  
 be despatched on or about the 15th instant,  
 or Freight or Passage, apply to  
 BUTTERFIELD & SWIRE, Agents,  
 Hongkong, 13th June, 1878. [93]

FOR MANILA, VIA AMOY.  
 HE Steamship.

"MACTAN."  
 Mains, Master, will be despatched as above  
 P.M.  
 or Freight or Passage, apply to  
 RUSSELL & Co.  
 Hongkong, 14th June, 1878. [102]

MONTHLY SERVICE.  
 FOR COOKTOWN, SYDNEY, AND

(offers) and taking Cargo and Passengers  
 to AUSTRALIAN and NEW ZEALAND PORTS,  
 CANTON, NEW CALEDONIA, and ETC.  
 The Australian Steam Navigation Com-  
 pany's Steamship  
 "OCEAN,"  
 on Monday, will lead at Foochow  
 on the above mentioned despatch twice on  
 about the 25th instant.  
 For Freight or Passage, apply to  
 GEO. H. STEVENS & Co.,  
 Agents,  
 Hongkong, 14th June, 1878. [1052]  
 FOR SAN FRANCISCO.  
 THE American Bark  
 "NAVESINK,"  
 on Monday, will lead here for the above  
 and will have quick despatch.  
 For Freight, apply to  
 RUSSELL & Co. [1080]  
 Hongkong, 14th June, 1878.  
 NOTICE.  
 THE INTEREST AND RESPONSIBILITY of  
 MR. ARTHUR CLARK in our Firm  
 CEASES on the 31st December last.  
 J. H. INGLIS & Co.

**NOTICES TO CONSIGNEES.**

**NOTICE TO CONSIGNEES**  
**THE BRITISH BANK "ELIZABETH"**  
**"CHILD'S," FROM HAMBURG.**

CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills landed and to be delivered for Contribution, and to take immediate delivery of their Bills.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignee's risk and expense.

Consignees are also informed that before cargo can be obtained, they will be required to pay the Average Bond as to all claims against cargo for Contribution to General Average.

**MEYER & Co.,**  
Agents.  
Shanghai, 18th June, 1878. [1026]

**CONSIGNEES OF OPTIONAL CARGO,**  
**NK O S & CO. SHANGHAI, CHINA,**  
**FROM LIVERPOOL.**

Shipping Orders must be obtained from  
the Consignees not later than the 15th  
for shipment per Steamer "STENTOR,"  
BUTTERFIELD & SWIRE, Agents,  
Hongkong, 18th June, 1878. [1029  
HONG KONG AND SINGAPORE.  
THE STEAMER "ASIA"  
of Djorpat, Master, having arrived, Con-  
signees of Cargo are hereby informed that their  
Goods are being landed at the risk and stored  
in Godowns of the Consignee, whence the  
Wharf or Boats delivery may be ob-  
tained. The cargo to be received by the 15th  
of June remaining undelivered after the 15th  
of June will only be received by the  
First Insurance has been effected.  
The Bills of Lading will be countersigned by  
STERNBERG & Co.,  
Agents.  
Hongkong, 12th June, 1878. [1029  
HONG KONG AND SINGAPORE.  
THE STEAMER  
"MIKADO"  
of Yokohama, Master, having arrived, Consignees  
of Cargo are hereby informed that their Goods,  
being landed at the risk and stored in the  
Godowns of the Consignee, are being land-  
ed, whence the Wharf or Boats  
delivery may be obtained.  
The cargo to be received by the 15th  
of June remaining undelivered after the 15th  
of June will be subject to rat.  
The Insurance has been effected.  
The Bills of Lading will be countersigned by  
JARDINE, MATHESON & Co.

STEAMSHIP "ATA."  
COMPAGNIE DES MESSAGERIES  
MARITIMES.  
—NOTICE—  
AGENTS,  
HONGKONG.

SHIPMENS, OF Cargo per Steamship  
"GANGE."  
London, in connection with the above  
vessel, are hereby informed that their Goods  
being landed and stored at their risk at the  
vessel's Godowns, whence delivery may be  
demanded immediately on landing.  
Additional Cargo will be forwarded on unless  
notification is received from the Consignees be-  
fore SATURDAY, the 10th instant, at Noon, re-  
ferring it to be landed on the following day.  
Notice of Lading will be countersigned by the  
vessel's Command.

Goods remaining unclaimed after SATUR-  
DAY, the 10th, inst. at Noon, will be subject  
to sale and landing charges.  
Fire Insurance has been effected.  
H. DU POUY, Agent.

HONGKONG: 10th June, 1878.  
"SIR HARRY PARKES," FROM  
LONDON.

THE above-named Vessel, having arrived,  
Consigns of Cargo by her are requested

impeding the discharge of the Vessel will  
be added and stored at Consignees' risk and ex-  
pense.

**DOUGLAS L. DRAKE & CO.**  
Agents.











MR. SAMUEL MORLEY AT HALL

Broad shouldered, bright eyed, and square headed Mr. Samuel Rogers, the admirable representative of the good old Puritan stock which have been graced by the largest-extended principles of modern times. As philanthropist and a vigorous exponent of the rights and protestations of Disasters; he was known throughout the admirable country of England for at least a quarter of a century before he sat in the House of Commons. During that period his mouth and his purse had been frequently opened in the cause of charity and of the equal rights of all interests. Parliament his language on politico-theological subjects was indulged, perhaps, overmuch by his humane surroundings, and took the bitter tincture of sectarianism. An every-day man, gifted with a strong sense of duty, and content with wearing the large assemblies, and immense wealth, would probably have failed to encapsulate himself from the swaddling-clothes of his sect, and would have remained to the end of his life a Methodist of his kind. He would have been the representative of the industrious, wealthy, and powerful Noncon-

few attractive qualities. How far a sense

ing and oppression may have contributed to harden this influential body in their belief that to set their views and to infuse into them a "bitter twang," it is beside the scope of the present article to inquire. It is their ourplasing task to note how the genial influence of parliamentary life has softened the traditional acidity, and developed the more truly liberal and catholic side of Mr. Morley's character. Brought into contact with the most active, if not the greatest, minds of his time, Mr. Morley took almost a new point of departure, and, without forsaking the faith of his youth and early manhood, learned to look upon politics less as a conflict of right

and wrong than as a field in which, by gradual process of attrition, asperities

own way, and the general goods advanced purely sectarian views have yielded to the pressure of circumstances, and the result is a compromising opinion of a rigid Nonconformist would moulded to the proportionate relationship.

— Descended from a line of traders, and then of a wealthy merchant and manufacturer, Mr. Morley by his business had greatly increased his inherited fortune, and, content with his position, was not tempted to look for his true place in politics until late in life, when, having, until he reached the age of nearly threescore, found that his occupation in business was a hindrance to his duties to his family, the numerous charities to which he is a munificent contributor, and in an occasional speech from the platform. At the present moment he is as fully employed as any man in England, and looks forward with pleasure to a quiet day among his letters at Hall Place, in the Weald of Kent, where he has built for himself a home combining great beauty with all the solid comforts of English comfort. The history of his domain resembles that of those manors which, like it, have passed from the hands of the ancient squireship into those of the new men whose presence has done much to improve old acres : Hall Place is only the verge of a kind of model village. Leigh is in the Weald : The manor has been for centuries mainly by merchant and noble, but is presently the property of a gentleman, Mr. St. Maur, Lord de Vile, Hall Place, described by George Robins as a baronial hall, was

Mr. Morley purchased it. For some tw

three generations it had been in the possession of the descendants of a Mr. Bailey, a wealthy ironmonger, who famed and shamed building alternate shooting-foxes and tobacco-shops opposite the village of Morley. For a year or two Mr. Morley strove to live in the picturesque old house, but, as he characteristically remarks, "It was worth nothing of it. It was built on a sloping ground, and was generally impracticable. I thought it better to pull it down and build another house and stable block, and a new farm, and a new village." The site of the new mansion is cold and more favourable than the old one, but which was not so completely destroyed; for the old hall, the old windows, and the roof were preserved and built up into a Congregationalist meeting-house at the other end of the village. This village is the special pride of Mr. Morley. He is never tired of lauding its charms for its moral and physical improvement. Zealous as he is in the cause of education, he never forgets the coarser needs of humanity. If he has insisted on the formalist rituals he has insisted on the amenities of modern life. He was himself a member of the League, he was the village almost entirely at his own expense. If he has startled a few old-fashioned people by giving a Dissenting burial-ground to his parish, he has sown a magnificent well, from which he is preparing to supply, Leigh water pure. It must not be understood that Mr. Morley has not a motive in his own mind. Ready to contribute as much as he likes for the education of Leeds and its firms, he is not without a feeling that he is doing his duty, and anxious that they should be taught to help themselves. It is absurd, he declares, "for a man carrying sixteen shillings

week to pretend that he cannot afford  
 nence out of it for the education of his

"I don't want to be unreasonable. If he has the half a dozen children, or, like myself, only one, he might find the school-leave a heavy tax, but then some remission might be granted him. And what I want to say is, that if any child should be educated as a pauper, it would be degraded in the estimation of his fellows." Mr. Morley has his own view on the subject of the employment of sacred edifices for lay purposes. When a meeting is convened or a lecture is to be delivered in a rural neighbourhood, there is always a difficulty in finding a place to deliver it. Mr. Morley only has to fall back upon the village school-room—not to large, but a good begin, with its accommodation for a variety of other reasons. All this trouble is occasioned by a refusal to recognise that the handiwork hall in a parish—to wit, the church or chapel—is supposed to be too sacred for any ordinary purpose. To my mind, the consecration of a building is by the work done in it, not in the words said over it. What place can be more convenient in every way for a meeting than a church or chapel? It is all the more so to your hand. Lengths undoubted, well supplied with all the requirements of a modern village conducted on enlightened principles. There is, however, the trouble at Lough as at other villages who have been nearly swept and garnished. The old story, and Mr. Morley, significant points with his umbrella. There were "To the Tap." The three parts of the operation of getting people to the like thinking of creatures, but he does not despair; I hold to the view that people are not drunken and stupid because they prefer that condition of life, but rather because they have not accustomed themselves to any other condition of existence. They will assent in appearance, continue hopefully; they become more and more placed in the world as there is to be seen, as a young man, and depend upon it, the sample goes a long way in the question of alcohol, as in other questions. Working men are not to be led, either in politics or in life, by members of their own body. In my own part, I should like to see five or twenty genuine workingmen's representatives in the House of Commons.

**ELLEN GOODS.**  
Died Jan. 18, 1887.

pair  
pair  
pair

[illegible]

... ..

ENGINEERS.

G.

& Co.  
ou & Co.  
Matheson &  
oon, Sons & Co.  
Livingston &  
ra & Co.  
Achoeng  
S. S. N. Co.  
rak & Co.  
Bain  
Field & Swire  
M. Steamboat  
Achoeng  
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S. S. N. Co.  
M. Steamboat  
Achoeng  
Matheson &  
Stein & Co.

[illegible]

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

NAME	RIG.	GUNS	H.P.	CAPTAIN.	WHERE AT.
...	...	...	...	...	...

[illegible]

204	FOREIGN MEN-OF-WAR IN HARBOUR.
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	Honolulu, &c.	NAME.	NATION.	GUNS.	H.P.	CAPTAIN.
Thien-tsin	Thien-tsin	Ranger	American gunboat	—	—	Commander H. D. Masley

CANTON GUNBOAT SQUADRON.

NAME.	FLAG AND REG.	GUNS TONS.	H.P.	COMMANDER.	STATION.
					Tong-king gulf.

Andean	7	221	70	Cross	115	115
Barren	2	30	20	—	—	—

Chien-to	Viceroy's gunboat	7	221	70	Stewart	Capsizing moon
Chien-jui	Revenue cruiser	8	30	20	A. Walker	West-east
Cheng-wan	—	—	—	—	—	Canton River
Ching-on	Revenue cruiser	2	50	20	Chang-wing-fai	Pak-hoi
Chin-ai	Viceroy's gunboat	6	130	60	Beesard	—

on, Ebell & Co.	Teking-on	Viceroy's gunboat	22	120	40	Chinese Admiral	Dugue Ports
		Viceroy's gunboat	6	180	60	d'Longueville	West Coast

... & Co.	Chung-shan	Revenue cruiser	2	150	40	Chun-ti-hu	West Coast
... & Co.	Tehai-tung	Revenue cruiser	4	600	120	Palmar	Fa-tow-moon
... & Co.	Peng-shao-lai	Revenue cruiser	4	120	40	Lie-ping-tie	Bogue Forts
... & Co.	Quang-on	Viceroy's gunboat	5	180	60	Wade	Cheung-chow
... & Co.	Shien-shi	Revenue cruiser	4	180	60	Calder	Hai-ling-shan

Sh & Co	Sai-ling	Revenue schooner	3	—	—	Lowson	Cruising
Sh & Co	Li-chi	Revenue schooner	4	80	20	McLeish	Canton River

and Co  
 on, Eboll & Co  
 1833  
 and Co  
 1833

L. 1833  
 Tsing-po  
 Viceroy's gunboat  
 S 100 40 Ching  
 Bogre Forts

Printed and Published by H. CHARLTON WILKES, Wyndham Street, Hongkong